

## **Army Aviation Training Aids, Devices, Simulators and Simulations (TADSS)**

### **What is it?**

Aviation Training Aids, Devices, Simulators and Simulations provide a means to meet the training requirements for the overarching Army Campaign Plan and Army Aviation Transformation Plan objectives.

### **What has Army Aviation done?**

The Army's fleet of TADSS continues to grow to fit the sophisticated Army aircraft and the increasing complexity of aviation missions. One non-rated crew member trainer (prototype device) is available for training through U.S. Army Forces Command (FORSCOM). In addition to the 18 fielded UH-60A/L flight simulators there are four UH-60M/L Transportable Black Hawk Operations Simulators fielded, with 13 more planned, that can train all critical tasks except one (Perform Digital Communications). There are six CH-47D flight simulators in the field and seven CH-47F Transportable Flight Proficiency Simulators fielded and 17 additional simulators planned. There is a requirement for 33 AH-64D Longbow Apache Crew Trainers (LCT) and 26 have been fielded. In January 2010 deployed commanders emphasized the value of having their LCTs (an example of utilization for Dec. 16 to Jan. 15 was LCT No. 13: 70 percent, LCT No. 16: 35 percent, LCT No. 20: 52 percent and LCT No. 22: 66 percent). The UH-72A has two cockpit procedure trainers at the Eastern Army National Guard Aviation Training Site (EAATS) at Fort Indiantown Gap, Pa., that can train 38 critical tasks. Eighteen out of 23 Aviation Combined Arms Tactical Trainers have been accredited for training. Concurrency upgrades for the AH-64D configuration in Aviation Combined Arms Tactical Trainer (AVCATT) are being installed in 2010. The Unmanned Aircraft Systems (UAS) that are accredited for training are the Shadow and Hunter Institutional Mission Simulator (IMS) / Portable Institutional Mission Simulator (PIMS) / Ground Control Stations (GCS). Through the Flight School XXII (FSXXI) service contract Army Aviation has available eight UH-60A/L, two CH-47D, two OH-58D, 20 TH-67 and 18 collective simulators.

### **What continued efforts does Army Aviation have planned for the future?**

The first production Non-rated Crew Member Manned Module (NCM3) is scheduled for the fourth quarter of FY11. It will operate stand alone or with the collective simulator (AVCATT). The NCM3 will allow the integration of a functional crew station position for the current UH-60 and CH-47 in order to provide cost effective training for individual, crew, and collective tasks associated with door gunnery and crew coordination. A requirement for a simulator to support the UH-72A was staffed by the Training and Doctrine Command (TRADOC) Capability Manager - Lift in 2009. Project Manager (PM) UAS is continuing work on the UAS Extended Range / Multi Purpose (ER/MP) simulator, which is not currently accredited and only eight critical tasks can be trained to standard. The FSXXI service contract is being modified to include UH-60M, CH-47F and some additional TH-67 simulators.

### **Why is this important to the Army and Army Aviation?**

TADSS increase the quality of training and reduce risk in terms of safety, equipment time, resources, and the environment (air, noise, terrain damage). TADSS provide a means of training critical and high risk tasks that cannot be performed on a system (reaction to loss of tail rotor, complete engine failure, etc.).

As of: 22 Mar 2010